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10-YEAR COST to the aviation industry of complying with proposed employe drug-testing regulations could be close to $1 billion, according to FAA figures (see related article on Page 92). Under one scenario, FAA said the aggregate 10-year cost (in 1987 dollars) of drug testing/rehabilitation programs would be $846.8 million.

REP. PETER RODINO (D-N.J.), chairman of the House Judiciary Committee who has refused to report out a GA product liability bill for the past several years (BA, Aug. 18, 1986/49), announced last week he will not seek re-election this fall. Rep. Jack Brooks (D-Tex.) is the next ranking Democrat on the panel and has expressed interest in switching from his post as chairman of the Government Operations Committee to head the Judiciary panel. Brooks, whose district includes Beaumont, Galveston and part of Houston, is not currently a co-sponsor of of H.R.2238, the General Aviation Standards Act (BA, March 7/74).

FAA ADMINISTRATOR Allan McArtor told Sen. Nancy Kassebaum (R-Kan.) last week that the general aviation product liability situation is "a very serious real barrier to competitiveness." Seeming to lend support to S.473 and H.R.2238, the two product liability bills currently in Congress, McArtor said, "I hope for a national standard in the near future."

MASSPORT ADOPTS PACE PLAN, INCLUDING $88 MINIMUM LANDING FEE

Massachusetts Port Authority last week adopted its Program for Airport Capacity Efficiency (PACE), which includes a minimum $88 landing fee at all times, and a revised weight-based landing fee of 47 cents per 1,000 pounds. Currently, fees are $1.31 per 1,000 pounds, with a $25 minimum landing fee. Plan adopted last week dealt with landing fees only. A spokesman for Massport said there is a legal separation between the landing fees issue and the terminal fees issue, which will be dealt with in April or May. David Davis, executive director of Massport, said of the proposed $65 general aviation terminal use fee, "I made it very clear, the general aviation terminal fee will be part of the PACE program." Davis said Massport had not included a previously proposed peak hour surcharge of $41 (BA, Dec. 14/185), because it had gotten "very little comment in favor of the surcharge," but said the surcharge would be studied and could be made part of Phase II of the PACE program. New landing fee structure will go into effect July 1. If the $65 terminal charge is adopted, total cost for general aviation will be $153, plus the weight-based landing fee.

The National Business Aircraft Association filed a formal complaint with the Federal Aviation Administration asking FAA to "exercise its authority to investigate and vacate new fees." The complaint invokes the FAA Administrator's responsibility to enforce statutory provisions which require federally funded airports to be available for "public use on fair and reasonable terms and without unjust discrimination."

Jonathan Howe, NBAA president, said "by increasing the landing fees for small aircraft from 43 percent to 260 percent, they (Massport officials) hope to drive upwards of half of the small aircraft operators away from Logan. That is unfair, unsound policy, and unlawful." Aircraft Owners and Pilots Association said the PACE program "has shown an absolute disdain for the democratic process" and

(Continued on the following page)

NOW ONLINE WORLDWIDE

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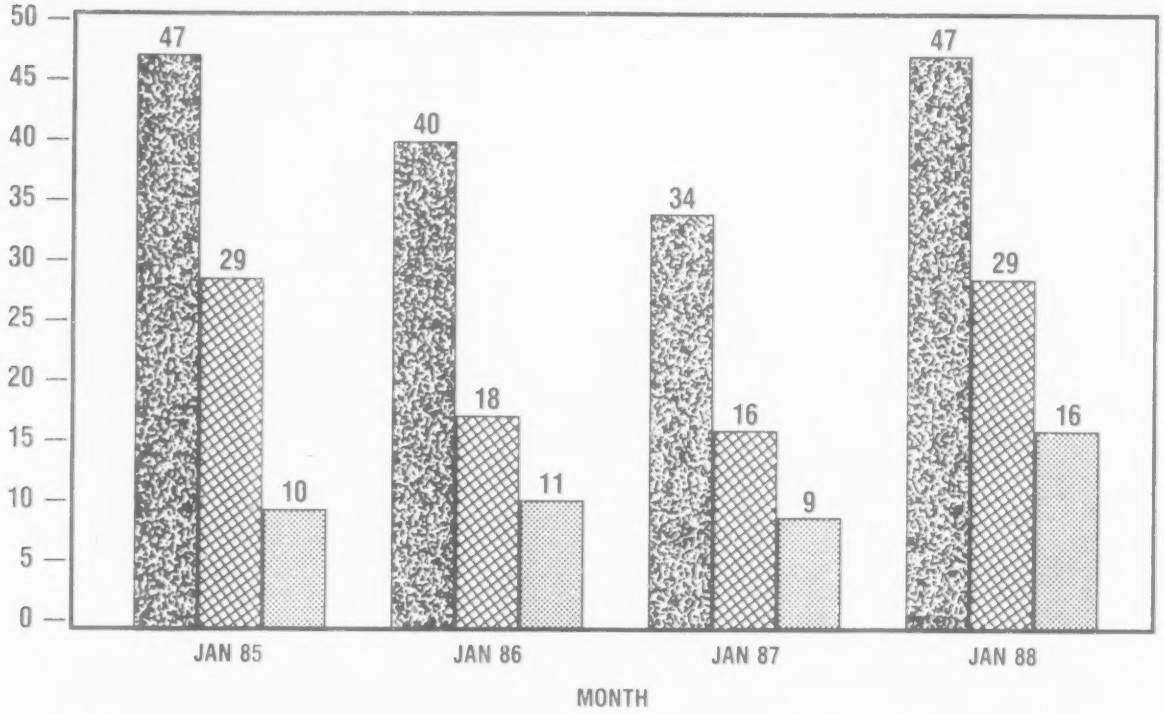
USED RETAIL JET DELIVERIES - NORTH AMERICA



LIGHT	MEDIUM	HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G115# Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

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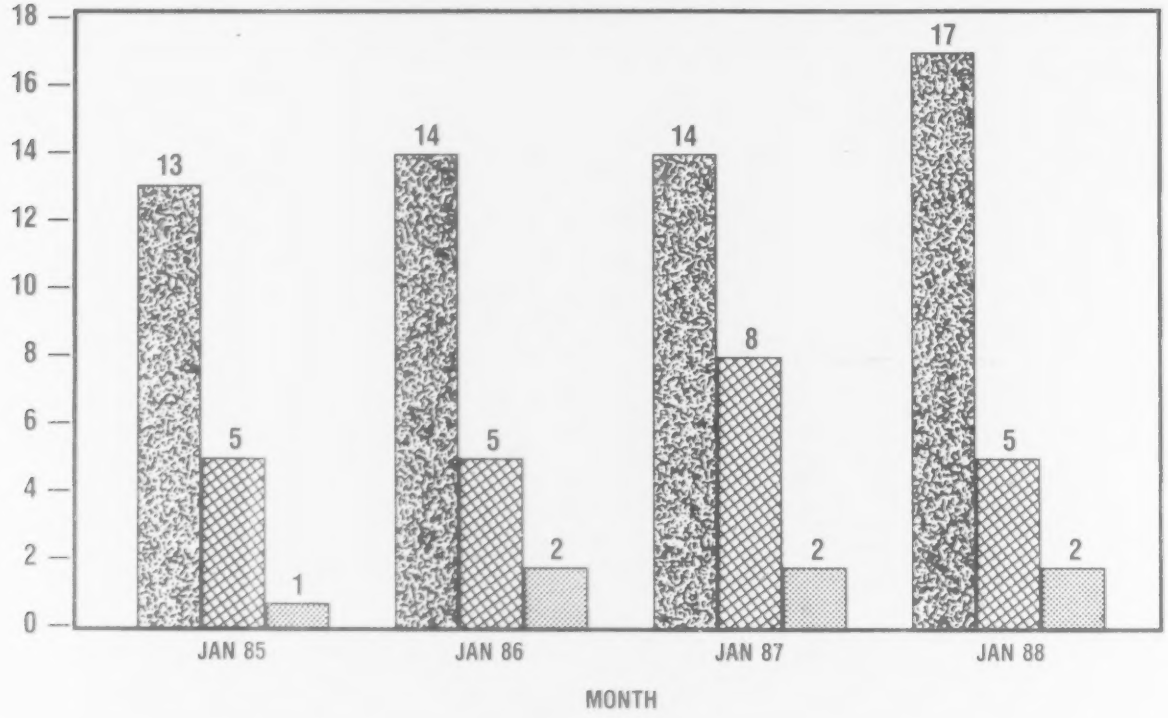
USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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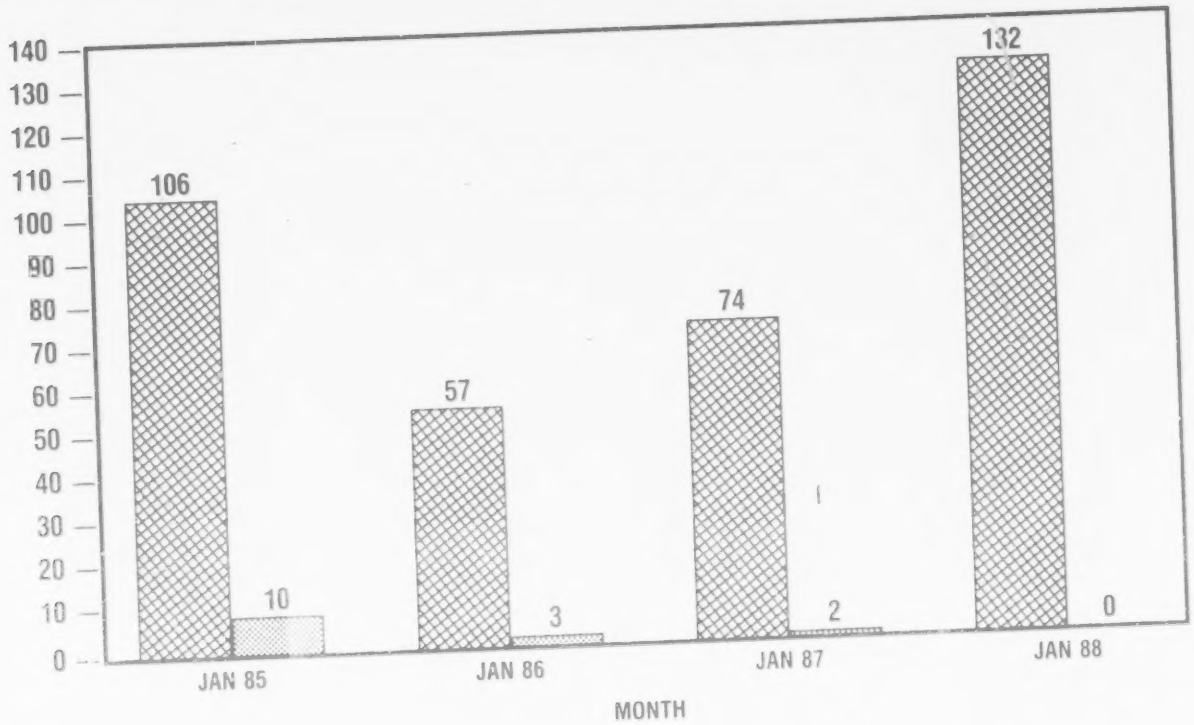
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

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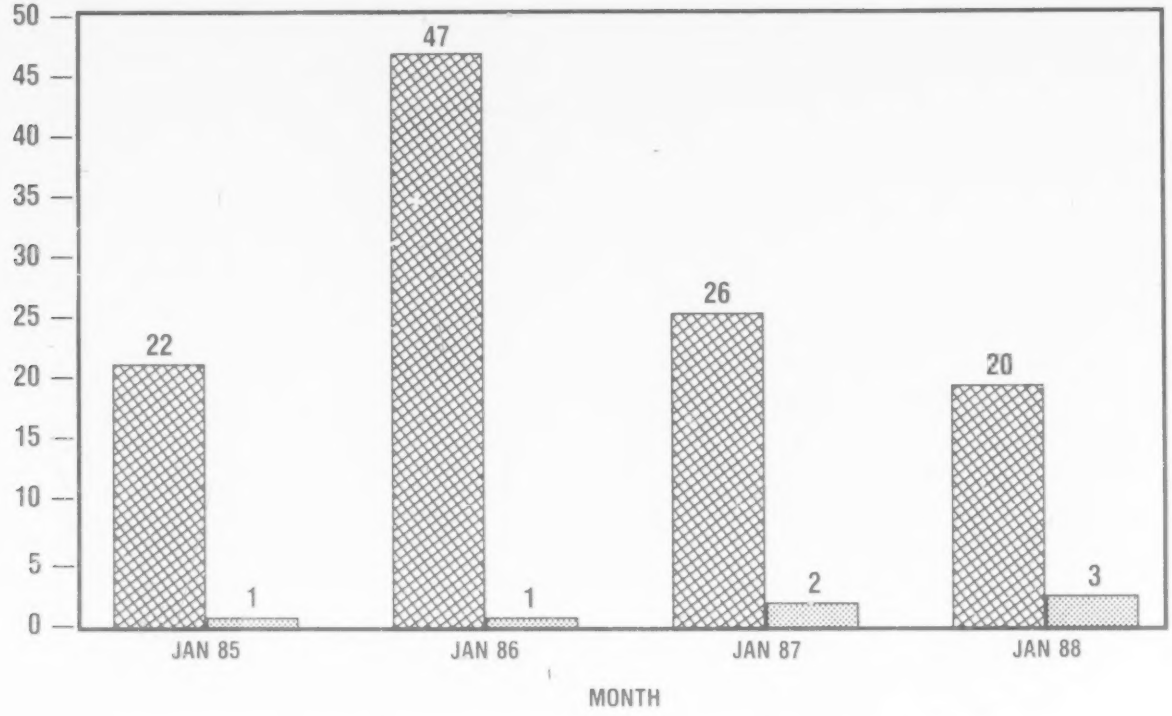
SOURCE: AVDATA, INC., WICHITA, KS.

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



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G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS

MARCH 1988

STATUS OF AIRPORT & AIRWAY TRUST FUND

JANUARY 31, 1988

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 10,623,228,411.11	$ 8,934,926,889.36
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	6,401,000.00	23,788,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	232,000.00	2,466,000.00
2. Non-commercial 9 cents tax	1,987,000.00	7,588,000.00
3. Non-commercial 3 cents tax	662,000.00	2,366,000.00
4. Transp by air,seats,berths,etc.	222,126,000.00	920,032,000.00
Use of international trav fac	7,553,000.00	33,012,000.00
Transp of property and cargo	12,723,000.00	55,232,000.00
Total Tax Receipts	251,684,000.00	1,044,285,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits:		
1. Civil aircraft	0.00	260.00
2. Any liquid fuel except gas	0.00	1,290,932.00
3. Gasoline -Retailer's tax	0.00	0.00
4. Gasoline -Manufac. tax	0.00	0.00
Total Reimburse For Tax Refunds	0.00	1,291,192.00
Net Tax Receipts	251,684,000.00	1,043,993,810.00
C. Interest on Investments	851,744.10	424,584,495.15
Net Receipts	252,535,744.10	1,468,578,305.15
III. EXPENDITURES:		
A. Federal Aviation Administration:		
1. Operations	0.00	0.00
2. Grants-in-aid for airports	65,785,573.14	314,660,701.44
3. Facilities & equipment	74,088,429.01	311,949,736.94
4. Research engineering & development	6,357,060.13	40,226,653.20
B. NOAA weather services	0.00	7,072,750.00
C. Interest on Refund of Taxes	0.00	62,230.00
Total Expenditures	146,231,062.28	673,972,131.58
IV. BALANCE - END OF PERIOD	10,729,533,072.93	10,729,533,072.93

ASSETS:		
Undisbursed Balances:	$	
Airport & Airway Trust Fund	1,111.52	
Operations	-1,625.59	
Grants-in-aid for Airports	-897,127.74	
Facilities & Equipment	22,928,525.36	
Research Engineering & Development	1,624,168.38	
NOAA weather services	0.00	
		$ 23,655,072.93
Investments:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
8-5/8% maturing June 30, 1988	$ 10,705,880,000.00	
		10,705,880,000.00
Total Assets		10,729,533,072.93
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 10,729,533,072.93
Total Liabilities and Equity		10,729,533,072.93

NOTE

ONLY THE FOLLOWING PAGES OF THIS

PUBLICATION HAVE BEEN FILMED

Pages: 121, 123, 123a, 124a,

125a, 126a, 127a